



RAILROADS.

LOCAL TIME TABLE.

MISSOURI PACIFIC			
NORTH BOUND.			
Laredo and St. Louis	7:10 a.m.	7:45 a.m.	
San Antonio and St. Louis	9:00 p.m.	9:30 p.m.	
SOUTH BOUND.			
St. Louis and Laredo	8:00 p.m.	8:20 p.m.	
St. Louis and San Antonio	8:15 a.m.	8:40 a.m.	
TEXAS AND PACIFIC.			
EAST BOUND.			
No. 2 daily	7:30 a.m.	7:50 a.m.	
No. 1 daily	8:00 p.m.	8:30 p.m.	
WEST BOUND.			
No. 1 daily	8:00 p.m.	8:30 p.m.	
No. 2 daily	7:30 a.m.	7:50 a.m.	
TRANSCONTINENTAL.			
NORTH BOUND.			
Fort Worth, Whiteboro and Texarkana	7:10 a.m.	7:45 a.m.	
Fort Worth, Sherman and Texarkana	9:00 p.m.	9:20 p.m.	
SOUTH BOUND.			
Texarkana, Whiteboro and Fort Worth	8:00 p.m.	8:20 p.m.	
Texarkana, Sherman and Fort Worth	8:15 a.m.	8:40 a.m.	
GULF, COLORADO AND SANTA FE.			
SOUTH BOUND.			
Atlatl and express, daily	8:50 a.m.	9:10 a.m.	
Atlatl and express, mixed train	7:40 p.m.	7:60 p.m.	
Atlatl and express, mixed train	8:10 p.m.	8:30 p.m.	
FORT WORTH AND DENVER.			
NORTH BOUND.			
Atlatl and express, daily	8:50 a.m.	9:10 a.m.	
Atlatl and express, mixed train	7:40 p.m.	7:60 p.m.	
Atlatl and express, mixed train	8:10 p.m.	8:30 p.m.	
HOUSTON AND TEXAS CENTRAL.			
NORTH BOUND.			
Express train	8:30 p.m.	10:45 p.m.	
Express train	8:10 a.m.	10:30 p.m.	
Express train	8:10 a.m.	10:30 p.m.	

THE RAILROADS.

San Angelo Desires the Fort Worth and Rio Grande More than Any Other Road.

Several Changes in Depots and Yards that May Soon Take Place—Cotton Belt Construction—Notes.

Home Notes.

George W. Clark of the Missouri Pacific was in Fort Worth last night.

A. H. Watts, master mechanic of the Texas and Pacific at Marshall, spent yesterday in Fort Worth.

If the Belt Line question is settled in a few days several other questions will be settled at the same time.

C. H. Mead, general foreman of the car shops at Marshall of the Texas and Pacific, was in Fort Worth last night.

George Warfel, southern passenger agent of the Cincinnati, Washington and Baltimore and the Baltimore and Ohio Railroads, was in Fort Worth yesterday.

A. S. Douglas, master mechanic of the Texas and Pacific at Big Springs, was in Fort Worth yesterday. He says the company is boring for artesian water and will go until they get it.

While one railroad company has settled upon its depot grounds, President Paddock of the Fort Worth and Rio Grande is still looking around for a way into the city for his line.

Major John C. Lewis, in charge of a California excursion, was in Fort Worth yesterday. The train from Kansas City which brought a number of excursionists was joined here by the Texas and Pacific, when the two trains were consolidated and proceeded on the journey.

Dr. John E. Ennis, the well known railroad excursion manager, arrived in Fort Worth yesterday with several wealthy eastern capitalists, who come to investigate Fort Worth. Dr. Ennis says there will be a large company of northern, eastern and western people here on June 20.

Mr. Zurn, in charge of the city ticket office of the Texas and Pacific and Missouri Pacific was busy at work last night placing several thousand tickets of the different railroads of the country in the two large ticket cases lately sent here. Mr. Zurn expects to be prepared to-day to wait on the public.

There are many rumors afloat as to the intention of the Fort Worth and New Orleans to come into the city by a different route from the present one. Some say the road will swing around to the east past the Texas and Pacific stock yards and come in that way, others have it that the line will come in on the west side of the city, and that the Fort Worth and Rio Grande will have its tracks on a joint right of way. The officials of the companies seem to be in the dark about the matter.

The Fort Worth and Denver has at Quam, besides the rails piled up in the yards, 200 cars loaded with steel on side

tracks. The Quam yards look like a forest with the thousands of ties and the bridge timbers piled up in them. Material to the value of over \$500,000 has been accumulated for the extension. It is said that in a very short time two miles of track will be laid a day from this end, and that work on the Denver, Texas and Fort Worth from Pueblo is being pushed rapidly.

The statement that the Union depot was to be moved to the north or northwest of the present location is corroborated. It is said the depot will be placed on the vacant ground adjoining Jones street, not far from Seventeenth street. When the change will be made is not known, but there will be several changes made in depots and yards of the railroad companies centering here in the next few months. The Texas and Pacific will probably put in a second track just east of the crossing with the Missouri Pacific and Santa Fe. Officials of that road say this has been needed for some time.

Mr. John Berger, a citizen of San Angelo who arrived in Fort Worth last night, says the citizens of San Angelo desire to secure above all other roads the Fort Worth and Rio Grande, for they recognize the fact that by securing this one road they get the shortest possible connections at Fort Worth with all the leading railroads of Texas. A glance at the railroad maps which are hung in every San Angelo business house and office, Mr. Berger says, has convinced them of this fact. The gentleman further states that by honest effort San Angelo has made herself a great wool market, and if she can get the Fort Worth and Rio Grande she will be at a jump the first wool market in Texas.

A prominent Fort Worthian says that the Fort Worth and Southeastern is an assured fact. He points out that Mr. Huntington has only to build 143 miles of track to unite his Fort Worth and New Orleans Road with the road running from Beaumont to Woodville and beyond. He says further that had Mr. Huntington secured control of the Houston and Texas Central, as expected a short time ago, this road would now be under construction. As stated before, this line would run through the heart of the finest timbered country in Texas besides passing through several fine towns, among them Fairfield and Crockett. The gentleman who furnished the information given believes that no matter what takes place in regard to the Central, the road to Woodville will be built and that shortly.

There is activity all along the route adopted by the St. Louis, Arkansas and Texas from Commerce, through Greenville, Plano and Grapevine, to Fort Worth. Committees are busy obtaining the right of way, engineers have begun the work of cross-sectioning the work and the contractors are moving their teams, scrapers and men to the front. It was stated here yesterday that Britton & Lyon, who have the contract for the entire ninety-six miles, had sublet several five-mile contracts, and that in a few days the entire line would be covered by graders. On the 15th Chief Engineer Hinckley will award the contract for the trestle work and piling. A large number of ties for the extension have already been made.

Merely a Coincidence.

The fact that Fort Worth builds new railroads and has so many train robberies is remarkable, if not suspicious. It may be only a coincidence.—[Paris News.]

On a Tour of Inspection.

Special to the Gazette.

TYLER, TEX., June 10.—A special train on the St. Louis, Arkansas and Texas Railway left here at 4 o'clock this morning for Mt. Pleasant, where it will go on the Sherman branch. It was joined at Big Sandy by General Manager W. P. Homan, who, with other officials, is on a tour of inspection over the company's various lines.

An Injunction Asked For.

ST. LOUIS, Mo., June 10.—City Counselor Everett Bell to-day filed a petition in the Circuit court asking for an injunction and restraining order to prevent the Iron Mountain Railway Company from laying tracks across certain streets between that company's depot in the southern part of the city and the Union depot. The restraining order was granted. The injunction matter will be heard on Saturday.

Will Be Encouraged.

In the "write up" of Gainesville, in the special edition of the Fort Worth GAZETTE, a railroad from that city to Weatherford is mentioned as one of the enterprises foremost in the minds of the Gainesville people. The project will meet liberal encouragement at every town between Gainesville and this city, and Weatherford will do her part. Come down and see use, gentlemen, and talk the matter over.—[Weatherford Sun.]

Project of the Illinois Central.

KANSAS CITY, Mo., June 10.—The Journal this morning announced upon authority that the Illinois Central Railway will have entrance into Kansas City within twelve months. It says it is a well known fact that the Illinois Central is backing the new road, the Missouri Central, now building. The new road will

run up the Mississippi on the Illinois side from East St. Louis to Alton, there it crosses the Mississippi and runs west about midway between the Chicago and Alton and Missouri Pacific, crossing the latter near Booneville and entering Kansas City by way of Independence. This will make a new route between St. Louis and Kansas City and also between Chicago and Kansas City.

An Effective Danger Signal.

The Fort Jervis Gazette says: May 18 a hand-car on the Erie near Hampton ran over and exploded a torpedo, the car being derailed and Andrew Chase, a track hand, thrown to a great distance and severely injured.

A Prospective Case.

The train was approaching Troy. "Are you going to eat your dinner at the railroad restaurant?" he asked of a passenger. "Yes," was the reply. "Just slip that card in your pocket," he whispered; "I'm an undertaker."

A Manager's Weight.

Brakeman—How much does the general manager of the Cincinnati, Hamilton and Dayton weigh?

Porter—Give it up.

Brakeman—Two hundred pounds, you olive-tinted Senegambian; ain't he C. C. Waite?—[Exchange.]

The Long and Short Haul.

Epictetus was a far-seeing man. Said he: "Remember you are but an actor, acting whatever part is given you. It may be short or it may be long."

If this was not a prophetic allusion to the long and short haul clause in the inter-state commerce act we have failed to catch Epictetus' spirit.—[Life.]

Nerve.

A few years ago, during the construction of the Bar Harbor branch of the Maine Central Road, one of the bosses shot and killed an Italian laborer. He was arrested and a revolver was taken from him, but later he escaped from jail and nothing was heard from him till the other day, when the officer who made the arrest received a letter from the shootist dated in Canada, asking for the return of that revolver!—[Rockland (Me.) Opinion.]

Non Transferable Tickets in Germany.

The Supreme Court of the German Empire at Leipzig has approved of the sentence of three months' imprisonment of a man convicted of buying and using a non-transferable railroad return-ticket. This was a test case, as Prof. Dr. Rud vs. Ihering, an eminent jurist, had declared that a return ticket, notwithstanding that "non transferable" was printed upon it, was not only meant for "the" bearer, but for "any" bearer.

Don't Judge a Man by His Trousers.

A Pullman conductor on the Delaware, Lacawanna and Western had an experience some time ago that he will not soon forget. Coming out of the depot at Elmira he was confronted by a dude with an eyeglass and a big cane, who said, "Aw, going to Buffalo to-night?" "Bet your life we are," answered the conductor rather brusquely, as he hurried to his car. When he got to New York he was suspended for ten days for incivility to passengers. The dude was a stopper.

Protection of Passengers.

A new ground for suit against a railroad has just been established in France. A painter named Board, while traveling on the Paris-Lyon road, was attacked by a robber and seriously wounded. He sued and got damages; the company being held responsible because the construction of the cars did not afford sufficient protection. The judges decided that there was a genuine contract between the passenger and the company, the ticket constituting the written instrument, and the railroad people were bound by it, not only to bring the man to his destination, but also to afford him protection during his journey; and they refused to entertain the question that the company were obliged to conform to the rules of the administration in regard to the model of the cars.

Waco Aroused.

WACO, TEX., June 10.—A railroad mass meeting was held here to-night, at which the citizens of Waco pledged themselves to pay an assessment of 5 per cent. on all realty values to create a fund to be used in securing new railroad connections. A committee of fifteen of the most prominent citizens was chosen to handle and disburse this sum according to their best judgment. The sum pledged to-night is over \$75,000. The whole town is aroused on the subject. The programme is to guarantee right of way through McLennan county in any direction and right of way, depot grounds and double track facilities in the city to any and all roads that will build to Waco.

The End of a Famous Railroad.

The pearl in the vinegar is often quoted as the most gorgeous piece of extravagance on record, but now modern times can give points to antiquity. A tennis court and bathing arrangement at \$1,300,000 need fear no rivals as a colossal waste of money. "To such base uses" has the Sussex Hamlet of Lydd, after its varied experiences, bloody in Egypt, ludicrous in Cyprus and treacherous in a miniature of the whole Egyptian policy of its devils and owners. An English officer sailing down to his sea bath on an amateur railway, along which the glory of British arms, the riches of British commerce and the peace and prosperity of Egypt were to have been carried from another sea to the heart of the desert, must be visited daily, if he have a touch of imagination, with curious computations concerning the worth and the wisdom of the service in which he finds himself.—[Pall Mall Gazette.]

An Active Rival in Canada.

SAN FRANCISCO, CAL., June 10.—The Canadian Pacific road has taken measures to compete with its American rivals for the Chinese trade in tea, silk and other commodities, and is now bidding to secure the subsidy offered by the New Zealand government for the transportation of mail matter through to England. The contract is now held by the Ocean Steamship Company, which, with the steamships Alameda and Mariposa for the long voyage across the Pacific, is carrying mails between New Zealand and England in thirty-three days. The Canadian road has made a bid offering to run steamers and connecting trains at such a rate of speed that the mails will reach their destination in thirty days, a

reduction of forty-eight hours in the time made by Spreckels' steamers. It has been suggested that time could be saved by leaving the mails at San Diego and forwarding them east by the southern lines. By this means it is estimated that twenty-four hours in through time can be saved. The agent of the New Zealand government has recited the advantages of San Diego as a coaling place for steamers.

The New Cotton Belt.

We feel warranted in using the adjective new as applied to this railway from the facts which the first statement of S. W. Fordyce as president of the company reveal. It was May 1, 1886, that the sale of the old Texas and St. Louis Railway Company having been consummated, the St. Louis, Arkansas and Texas Company took possession of the lines.

At that time the road was of narrow gauge, the rails weighed only thirty-five pounds to the yard and three-fifths of them were iron. The trestles and bridges were also in poor condition. In the interval the whole property has been well reconstructed. Of the 317 miles of the old rails had been taken up and replaced with new fifty-six pound steel rails, and the work is now progressing rapidly upon the remainder of the track. The gauge of the entire system has been raised to standard measure, and new equipment has been provided. Trestles have been strengthened and renewed, and bridges have undergone material change or have been rebuilt. In erecting machine shops, depots and section houses \$63,711 have been expended. Thus it appears that the whole road has had a thorough renovation.

To accomplish all this improvement large sums of money have been required. The change of gauge alone involved the outlay of \$2,773,355 before January 1, 1887, and since then this sum has been increased by \$108,903.

The purchase of 1,750,201 standard gauge cross ties, at prices varying from 28 to 30 cents each, was made necessary by the change of gauge.

To the work upon trestles and bridges \$241,195 have been devoted. But the renewals and betterments are not yet done, nor will a pause be made until the roadway is in first-class condition from end to end.

During the year 1886, which includes four months of the operation of the road under the receiver, the gross earnings were \$1,829,593. But the operating and general expenses, including taxes, for the same period were \$1,488,388, thus leaving net earnings of \$341,205. The gross increase in earnings amounted to \$523,231, and the net increase to \$273,925. For the current year the showing of gross earnings made by the company is remarkable for their large gains over 1886 as reported from week to week. Occasionally the increase drops as low as 13 per cent., and one week it rose to 100 per cent., but for some time past the gain has varied from 45 per cent. to 50 per cent., and the best feature of the whole situation is that the road is rapidly being put into condition to enable it to enlarge its earnings still further.

We took occasion recently to refer to the new construction of the company in the southwest. It seems that this road, whose early history was so full of vicissitude and discouraging events, is now on the way to a high degree of prosperity—indeed has entered upon a most favorable course.—[St. Louis Railway Review.]

AN AIR LINE SCHEME.

NEW YORK AND BOSTON TO BE PLACED BUT THREE AND ONE-HALF HOURS APART.

One of the officers of the proposed new rapid transit road between New York and Boston said to a New York Evening Post reporter the other day: "It is true that the plans are all made looking to the building of a new route between this city and Boston, and the companies formed. The surveys are nearly all completed, and the only thing to be considered now is the raising of the necessary capital. This is a legitimate scheme, and will undoubtedly be carried out. A number of plans for another road to Boston have been started from time to time, but have fallen through because of the opposition of the Connecticut Legislature: they were unable to get the right of way through the state."

"This difficulty has now been overcome. The Connecticut Air Line Railroad Company (not to be confused with the Boston and New York Air Line) obtained from the Connecticut Legislature in 1886 an extension of time to October 22, 1889, to complete their road. There have been a number of small bits of the road built in different places, and the whole road is surveyed. The total cost of building the road and putting it in first-rate order for business is estimated at \$125,480 per mile, or \$22,946,570. The New York and Boston Rapid Transit Company will construct the road. This corporation has \$750,000 capital, and it will probably gain the control of the four roads, and manage the whole line. The plans filed in this city yesterday were for that part of the road between New York city and the Connecticut state line. The directors of the road are William T. Black, president; D. C. Lineley, engineer; Thomas M. Brown, secretary; R. F. Chittenden, C. V. Siddell, Charles D. Ingersoll, George B. Siddell and Horace H. Chittenden. They will soon hold a meeting in New York, when further arrangements will be made. The road will be 193 miles in length, and the time between New York and Boston will be shortened to three and one-half hours. It will then be possible for a man to go to Boston in the morning, have the whole day to transact business, and return to the city at night. Under the present system it takes the best part of two days. You may be sure that the road will be built, as I can see now no obstacle in its way."

RAILROAD MEETING.

ENTHUSIASM MANIFESTED BY A MEETING OF LEADING CITIZENS AT THE COURTHOUSE.

On Wednesday evening, June 1, a number of our leading and most prominent citizens met at the courthouse for the purpose of taking some action towards securing the immediate extension of the Iron Mountain Railroad from Texarkana to Dainierfeld. The object of the meeting was explained by Judge J. M. Moore, who stated that while at Texarkana a few days ago Judge Estes and other prominent and active citizens of that place proposed through him to the citizens of Dainierfeld that they (the people of Texarkana) would build the road within six months to this place if our citizens would furnish the right of way in Morris county. Colonel C. S. Jenkins was elected chairman of the meeting and A. Ragland, Jr., secretary. Upon carried motion the chairman appointed a committee of six citizens to correspond with

A WONDERFUL PHENOMENON.

The Celebrated "Walking Man" and Why He Keeps Going—A Warning to Others.

A Mill Grove, Ind., lives John Snider, the "Walking Man." In 1881 he felt muscular and nervous exhaustion, a strange restlessness, general uneasiness, and the only relief he could get was by constant walking. For twenty-eight months he has tramped in a circle around and around his house, resting only four hours each day, and it is estimated he has covered more space than the circumference of the globe. He has attracted universal attention, been visited by hundreds of curious seekers, and has really become a public character. His nervous system shows itself in walking; other people's nervousness acts in other ways. Sometimes the person's restlessness, tremors, has nervous headaches, a sinking at the heart, an interference of a loss of appetite, inability to sleep, and other things. Sometimes, however, and fainting fits are left and life is a fearful trial. When these things come on something must be done, or this nervousness will lead to insanity, imbecility, or death. Many people take morphine, opium, or narcotics; but they only deaden the nerves for the time being. What people need is a restorative to the nervous system, and a natural, a little, and Nature itself will restore the nerve-fibrils and bring health and strength. The best restorative of modern science has been proven that there is nothing for this purpose equal to the pure Nature's tonic, and Nature itself will restore the nerve-fibrils and bring health and strength. The best restorative of modern science has been proven that there is nothing for this purpose equal to the pure Nature's tonic, and Nature itself will restore the nerve-fibrils and bring health and strength. The best restorative of modern science has been proven that there is nothing for this purpose equal to the pure Nature's tonic, and Nature itself will restore the nerve-fibrils and bring health and strength.

In upholding and nervous exhaustion I know of no remedy to approach or equal Duff's Pure Malt Whiskey to add vigor to the system and mend the broken cup of health, in any emergency of immediate danger. This is because of alcohol in general, were it not the fact that many of our physicians are so sophisticated. These important are in the Duff's Pure Malt Whiskey entirely absent, thus affording a pure and safe stimulant, a true tonic.

JOHN D. CALDWELL, M. D., Neurologist, 90 N. Charles St., Baltimore, Md.

All people have nervous exhaustion at times, but only those who are cured permit it to continue. When it does continue it runs into the worst known troubles, which make life a burden and death a relief. People who allow this are alone to blame, for it is comparatively easy to overcome, and can be absolutely controlled. By the use of the pure stimulant (but not intoxicant) above named, these fearful things may be avoided, and health and happiness succeed to sickness and misery.

DUFF'S PURE MALT WHISKY.

Is Sold Only in Bottles. Price \$1.00.

For Sale by Grocers, Grocers and Dealers. Persons East of the Rocky Mountains (except the Territories), unable to procure it from their Dealers can have Half Dozen sent, in plain cases, by express, prepaid, by mail, for \$5.00. The Duff's Pure Malt Whisky Co., Rochester, N.Y.

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42 In connection with the

Weekly Gazette

—AND A—

Chronological History of the United States, The Weekly Gazette for one year; The New York Weekly World for one year, and a copy of the History all to one address

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HISTORY OF THE UNITED STATES.

Contains 320 pages of 12 mo. size, 22 fine engravings, and is substantially bound in leatherette tree calf, gilt.

Not a Cheap Pamphlet like most Newspaper Book Premiums.

The History is upon an entirely novel and original plan, which makes it indispensable to every person, no matter how many other histories he may have.

It is arranged chronologically by years, from 432 to 1887. Every event is narrated in the order of its date. These are not confined, as in other works, to political matters, but embrace every branch of human action. It describes under its proper date all important parties; all discoveries in science and the useful arts; the digging of canals and the building of railroads and telegraph lines, the founding of towns and the erection of notable buildings and bridges; the great performances of plays and the first appearances of actors and singers; fires, floods, hailstorms, tornadoes, cyclones, epidemics, accidents and disasters of sea and land; riots and crimes; panics and business failures; "coroners" and phenomenal prices in all markets; labor troubles, strikes and lockouts; and hundreds of other matters never mentioned by historians. Besides being a history in the ordinary sense, it is a condensed newspaper file for four hundred years.

Colonel Kerrigan, superintendent of the Iron Mountain road, to learn his intentions relative to the building of the proposed road, and to ascertain upon what terms it would be built. Messrs. J. M. Moore, H. E. Henderson, A. Ragland, W. B. Womack, W. T. Connor, and Dr. J. Y. Bradfield were appointed on the committee. The next meeting will be held on Saturday, June 11, for the purpose of hearing the report of the committee and taking further action.

That the building of a railroad from Texarkana to Dainierfeld will be a profitable enterprise to both places, there is no question. Our town needs more railroads and more enterprises to bring it into notice. We have here innumerable quantities of crude wealth awaiting the hands of developers. In time our iron stores will be utilized and people be made wealthy. Our citizens now have the means and ability to enjoy the profits themselves, but they are lacking in thrift and enterprise. 'Tis pluck and energy that has made Fort Worth what she is, and is now making a city of Greenville. We might well profit by their example. Penurious conservatism is a curse, a pitiful sore on the face of happiness and prosperity. This is a progressive age and we should get out of the old ruts. The railroad from Texarkana to this place is a necessity, if we know what is to our interest. We have been torpid and inert long enough. Let's all turn out in full force next Saturday to hear the report of the committee and go into such transactions as may seem proper and advisable.—[Dainierfeld Tidings.]

Teams Wanted.

Five hundred teams wanted to work on St. Louis, Arkansas and Texas Railroad, between Corsicana and Hillsboro. For further information apply to J. F. Tierney on the line.

ROCHE, HURLEY & TIERNEY, Contractors.

INTER-STATE DRILL.

Continued from First Page

Texas, arrived on the grounds in company with Ex-Senator General S. B. Maxey, was received with a salute by the artillery.

United States General D. S. Stanley arrived this morning, and is the guest of General S. B. Maxey.

The concert at the opera house to-night was a magnificent affair, and closed a most successful week.

General Bob Newell, quartermaster general of the world for the Knights Pythias, is in the city.

There will be a sham battle to-morrow which it is expected will attract thousands to the grounds.

There is a grand ball in progress to-night at the large four story brick building of Mr. M. S. Lynch. The youth and beauty of the city is out in force.

The spacious offices of Messrs. B. B. Baldwin & Co., and Harrison, McBeth, Harrison were thrown open to the newspaper boys. Plenty of desks, paper and other things were available.

Sir Knight Captain of the Sam Houston Lodge No. 34 and Division No. 24 has been appointed colonel and aide de camp to General James C. Carnahan of the Knights of Pythias of the World.

The decisions of the judges will be rendered to-morrow night, but it is generally understood that the San Antonio Riders will take first money, the Galveston Seely Riders second, and the money between the Grayson Riders and the Waco Light Infantry. The prizes, \$2500, \$1000 and \$500.

RAILROADS.

THE MISSOURI PACIFIC RAILWAY.

The Great "North and South Trunk Line."

Is the Thoroughfare of Travel between

Central and Southwest Texas to All Points North, East and West.

Double daily service of elegant Pullman Buffet and Sleeping Cars between San Antonio and Kansas City and St. Louis.

But the decided "pull" call for your ride via the Missouri Pacific Railway.

For any desired information, tickets, maps, folders, etc., call on C. D. Lusk, Ticket Agent, Fort Worth.

J. H. MILLER, Northern Texas Pass. Agent, Dallas, Tex.

R. W. McCULLOUGH, General Passenger Ticket Agent, Dallas, Tex.

General Pass. and Ticket Agent, Fort Worth.

Texas and Pacific Railway.

The Great Popular Route Between

THE EAST AND THE WEST.

Short Line to New Orleans and All Points in Louisiana, New Mexico, Arizona and California.

Favorite Line to the North, East and Southeast.

Double daily line of Pullman Palace Sleepers Cars through to St. Louis via the

Iron Mountain Route.

See that your tickets read via Texas and Pacific Railway. For maps, time tables, rates and all required information, call on C. D. Lusk, Ticket Agent, Fort Worth.

J. H. MILLER, Traveling Passenger Agent, Dallas.

R. W. McCULLOUGH, General Passenger Ticket Agent, Dallas, Tex.

JNO. A. GRANT, General Passenger Agent, Fort Worth.

Houston and Texas Central R.R.

THE ONLY ALL-STEEL LINE IN THE STATE.

Double daily trains each way. Through Sleepers between St. Louis and Corsicana on Trains 1 and 2, and between St. Louis and Dallas on Trains 3 and 4, via Dallas, Denison and Ada. Sleeper between Houston and Austin. Through Tickets to all points. Quickest route to New Orleans and points in the Southeast. Choice of routes via Denison and Austin. Through Tickets to all points. Steamship tickets to or from any port in Europe.

Going South. LOCAL CARD. No. 4. No. 2. DAILY. DAILY. No. 1. No. 3. DAILY. DAILY.

3:00 p.m. 4:05 a.m. Denison. 11:30 p.m. 11:30 a.m. 4:40 p.m. 5:45 a.m. Houston. 11:35 p.m. 11:35 a.m. 4:45 p.m. 5:50 a.m. Houston. 11:40 p.m. 11:40 a.m. 4:50 p.m. 5:55 a.m. Houston. 11:45 p.m. 11:45 a.m. 4:55 p.m. 6:00 a.m. Houston. 11:50 p.m. 11:50 a.m. 5:00 p.m. 6:05 a.m. Houston. 11:55 p.m. 11:55 a.m. 5:05 p.m. 6:10 a.m. Houston. 12:00 p.m. 12:00 a.m. 5:10 p.m. 6:15 a.m. Houston. 12:05 p.m. 12:05 a.m. 5:15 p.m. 6:20 a.m. Houston. 12:10 p.m. 12:10 a.m. 5:20 p.m. 6:25 a.m. Houston. 12:15 p.m. 12:15 a.m. 5:25 p.m. 6:30 a.m. Houston. 12:20 p.m. 12:20 a.m. 5:30 p.m. 6:35 a.m. Houston. 12:25 p.m. 12:25 a.m. 5:35 p.m. 6:40 a.m. Houston. 12:30 p.m. 12:30 a.m. 5:40 p.m. 6:45 a.m. Houston. 12:35 p.m. 12:35 a.m. 5:45 p.m. 6:50 a.m. Houston. 12:40 p.m. 12:40 a.m. 5:50 p.m. 6:55 a.m. Houston. 12:45 p.m. 12:45 a.m. 5:55 p.m. 7:00 a.m. Houston. 12:50 p.m. 12:50 a.m. 6:00 p.m